



# RIVER CURRENTS

SECOND COAST GUARD DISTRICT - JUNE 1980

## New Boat For Bosdets

The V-shaped hull slashes through the water, throwing a silvery wake to the sides. The four barrels of the carburetor of the 305 cubic inch Chevy engine throb with power as the 220-horses of the in-board-outboard fling the sleek white boat through the water. The Sunday afternoon boaters gaze with awe and envy at the masterful Coast Guardsman at the helm, maneuvering his craft with aplomb.

### A Boatswain's Mate's fantasy?

No! It's the nifty new patrol boats for Boating Safety Team (BOSTEAM) Two.

Three Boating Safety Detachments are slated to get the new boats, according to Bosteam C.O. CWO D. F. Thurston: Knoxville, Paducah, and Marietta. These are the detachments with the oldest boats.

"These boats are a big improvement," explained CWO Thurston. "They're bigger and faster than what we have now. The V-shaped hull will stand more sea more comfortably than what we're working with now, and it only draws about two inches more water than our old boats. (18-inches as compared to 16-inches for the old boat.)

"But the best news is for the crews. The new boats are fiberglass, and so require less maintenance. They're carpeted for more comfort and easier clean-up. There's even a berthing area on board. Two persons can sleep on the new boat. This means that one of the members of a patrol will be able to sleep while the other does the job. By trading off, boat-crew fatigue can be cut down. They can do a better job longer in the new boat."

River Currents went along for the ride when CWO Thurston, BMCS C.K. Wooddell, and M BC Robert Miner tested the new boat near Alton, Illinois.

Everyone remarked on how dry the ride was, even heavily loaded at high speed. Only a few drops of water came

into the boat even when BMCS Wooddell cut back and forth across the boat's own wake.

"I've been through three different kinds of boats since I've been in boating safety," remarked BMC Robert Miner, officer-in-charge of BOSDET Knoxville. "This is the best I've seen."

On handling, BMCS Wooddell and CWO Thurston made these comments:



BMCS C. K. Wooddell and BMC Robert Miner put the new craft through it's paces.

BMCS Wooddell: "She turns, too."

CWO Thurston: "I saw that."

BMCS Wooddell "Yep. She banks just like an airplane."

BOSDET Knoxville has already taken delivery on the first boat.

The boats for the other BOSDETS have been delivered, but are still in the process of being customized for Coast Guard use.



C.O. of BOSTEAM 2, CWO D.F. Thurston, is dry as the Sahara in the back of the fast running new patrol boat acquired for the team.

## P.O.'s Fight Fire

Two petty officers from ANFAC Chattanooga fought a fire aboard a cabin cruiser June 4.

MK3 Phillip Poteet and BM3 Mark Buse put out a blaze that injured four people. MK3 Poteet got the call for assistance from the Chickamauga Marina operator at 4:15 p.m. Within fifteen minutes the two Petty Officers were on scene and fighting the fire with CO<sub>2</sub> extinguishers and dry chemicals.

"BM3 Buse wasn't even on duty when we got the call," Poteet recounted. "I took the call, and had SA Tracy 'Fitz' Fitzgerald get the equipment down to the barge for loading onto the small boat. I saw BM3 Buse working late on some paper work, and yelled to him that we had a fire. He was off-duty and in his

civilian clothes, but he just dropped everything and headed for the boat.

"We jumped on board as soon as we got there. It was a little tough, what with the smoke and dust, but we managed to get the fire out before the fire department arrived. Then we towed the boat into shore.

"I found out later on that the fire started when a loose fuel fitting leaked gas into the bilges, then the gas exploded. The explosion blew three people into the water. Three of them are still in critical condition in the hospital, and a fourth person was hurt, but not as bad. They were being loaded into an ambulance by the time we got there. We saved the boat though."

No Coast Guardsmen were injured in the blaze.



## The District Commander's Corner

It's good to be back in St. Louis after that long siege in Tampa where I was conducting the investigation of the CGC BLACKTHORN/Capricorn collision.

I'd like to bring you up to date on our projects which deal with housing for our unaccompanied personnel, married and shipboard personnel.

In regard to leased housing for unaccompanied personnel, the Commandant provided funding to the extent that we are able to obtain housing for 48-persons on a voluntary basis. I am pleased that this worked out as well as it did. I certainly want this program to grow to meet our housing needs.

Needless to say, I am also seeking an expansion of leased housing for married personnel. Please be assured that I am also quite concerned that we meet the needs of our married personnel. It remains high on my list of priorities.

We have pursued an initiative which will permit shipboard personnel to live ashore, commencing at Hickman,

Kentucky. I expect the depot building will be modified by late 1980 so that shipboard personnel do not have to live day in-day out on LANTANA. I am enthusiastic about this project. Next year, the same work will be completed at Pine Bluff, Arkansas.

The Second District does not have a credit union of its own; but, you may still be able to benefit from membership in a local credit union for "government employees." In St. Louis, for example, the Arsenal Credit Union accepts membership applications from Coast Guardsmen. Their rates on savings accounts are 6-1/4% interest compounded twice a year, and on the share draft accounts (which are similar to checking accounts) the interest is 5-3/4% compounded monthly. Look around in your area—you may discover a credit union of another federal agency is willing to accept you as a member.

In any case, the credit union at Alameda Training Center has indicated they will accept any Coast Guardsmen within the continental U.S. Their phone number is 415-532-5160.

Do you have a suggestion on how we can improve anything? Housing, the job, maintenance? If you do, let me know. Please send your suggestions to me. This is a team operation. I need all the help I can get to make this district "run like a clock."

ANFAC Vicksburg received the following letter from the Wisconsin Barge Lines Company.



### WISCONSIN BARGE LINE, INC.

314-966-6363 • 10825 Watson Road • St. Louis, Missouri 63127

April 29, 1980

Officer in Charge  
Coast Guard ANFAC  
P. O. Box 31,  
Vicksburg, Ms. 39180

Gentlemen:

I would like to express the appreciation of Wisconsin Barge Line and the crew of the M/V Crimson Duke for the assistance which the crew of the Coast Guard Cutter Kickapoo gave on April 22, 1980 when the M/V Crimson Duke struck the Vicksburg Bridge. The crew of the Coast Guard Cutter Kickapoo did everything possible to assist us including catching barges that were loose and tying them to shore and giving our vessel locations of barges thereby enabling us to account for all 35 barges. I feel the crew of the Coast Guard Cutter responded above and beyond the call of their duty and gave the crew of our vessel and myself a much better idea of what the Coast Guard can and will do in case of an emergency. They stayed with us until everything was secure and there was nothing left to do that they could assist us with.

I would say that the crew of the Kickapoo is one great crew and I cannot start to praise them enough for the job they did. Many thanks.

Sincerely,

*Henry N. Kelley*  
Henry N. Kelley,  
Lower River Port Captain

HNK/mf

cc: AFD

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## On Being Dead: The Positive Side

Some people claim being dead is a pretty good proposition: no worries about being laid off, people have very few expectations of you, and you don't have to worry about food, shelter, or even air.

For the ones you leave behind, however, your death can be a genuine hassle. There are a few things that you can do to make it less so.

The simplest thing is a will. This is a painless, and for active duty Coast Guardsmen, costless process. Give the District Legal Office a call, and arrange an appointment to have your will written. Their number is 314-425-4624, or FTS 279-4624. Even if you don't live in the St. Louis area, some arrangements can be made to see to it you have a will.

Another thing you can do is to join the Navy Mutual Aid association. They have recently extended their eligibility to E-7 and above or persons with over ten years service irregardless of rank or rate. The Navy Mutual Aid Association is a non-profit organization of Public Health Service, Navy, Coast Guard, Marine Corps, and National Oceanographic and Atmospheric Administration personnel, designed to make low cost life insurance available to sea-service personnel. Their address: Navy Mutual Aid Association, Navy Dept. Washington, DC 20370, tel. #202-694-1638.

## Vets VA Book

This year's edition of the Veterans Administration bestseller, "Federal Benefits for Veterans and Dependents" is off the presses and on the sales stands.

The pamphlet, which sells for \$2 through the Superintendent of Documents, Washington DC 20402, crowds into its 73 pages all the information you need to understand the benefits that the VA administers. There are charts showing the new compensation and pension rates as well as the rates of pay for training under the GI Bill.

Included are convenient listings of toll-free telephone numbers that will enable you to call the VA for consultation with a veterans counselor from anywhere in the 50 States and Puerto Rico.

## Female Reservist Certified as St. Louis MSO Watchstander

CGRU St. Louis B gained another "first" in April of this Year. Under a training program established by MSO St. Louis, PS3 Barbara Donahue became the first Second District Reservist to qualify as a "Certified MSO Watchstander." District certification requires extensive training in MSO administration, communication, field operations and pollution case procedures.

PS3 Donahue entered the Coast Guard Reserves in January, 1977 as a YN3 and completed a lateral to PS rating in October, 1979. As a civilian she has a background in Law Enforcement as a Wayne County, Missouri Special Deputy. Presently she is classified as a junior at the University of Missouri St. Louis in the School of Business. In continuing the



advancement of her Coast Guard career PS3 Donahue recently re-enlisted for six years in the reserve program.

Story by: LCDR J.D. Stephens

## PHS Dental Clinic Begins Seeing Dependents

St. Louis area dependents of active duty Coast Guardsmen have something to smile about. About 100 of them will be seen by the Public Health Service Dental Clinic.

The dental treatments became available starting May 15. If you would like to schedule your dependents for an examination, call the PHS Dental Clinic, 425-4869, and tell them you are an active duty Coast Guardsman. The Dental Clinic will take care of the rest.



## Officer-in-charge Review Boards: Be Sure You're Ready

**Editor's note:** So you think you're ready for the officer-in-charge review board, hey Chief? The following article by CWO D.F. Thurston might make you think again. If you're not a chief, read the article anyway; it will give you an appreciation for what your O-in-C had to go through to get where he's at.

### OFFICER IN CHARGE

#### REVIEW BOARD

CCGD2 Officer In Charge Review Board meets twice annually March - Sept. See: PERSONNEL MANUAL, CG-207, Article 4-C-24. In accordance with Commandant Notice 1430 dtd 03 October 1979 (Cancelled 03 April 1980) (E)7 to become eligible for advancement to BMCS (E-8) or BMCM (E-9) one must be certified as OIC qualified ashore and afloat.

Commandant Notice 1430 dtd 03 October 1979 does not specify Quartermasters; however, Quartermasters are to be considered by the review board.

#### Areas Of Knowledge

To become OIC qualified the board may ask you any questions they deem necessary to ascertain your capability to command. However, the board will usually stay within the guidelines

prescribed. Normally, areas of general knowledge will be questioned from the topics as follows:

- (a) SAR
- (b) ATON
- (c) MLE (Boarding)
- (d) Finance & Supply
- (e) UCMJ
- (f) Rules of the Road (All)
- (g) Public Relations
- (h) Coast Guard Directive System
- (i) Leadership
- (j) Naval Engineering (Small Unit)
- (k) Civil Engineering (Small Unit)
- (l) Human Relations
- (m) OPLAN (All Annexes)
- (n) Communications
- (o) Commissary Reports (Etc.)

#### Board Members

Normally the board will consist of one (1) senior officer appointed as head of the board. Other officer members of the board will usually be from the following offices within the district office: (oan) (osr) (ene) (ecv) (or).

#### Board Members

In addition to the Division representatives there will normally be two additional board members usually Chief Warrant Officers (BOSN)/ BMCM's

with command afloat/ashore experience.

#### Preparing Yourself For the Board

1. Although the board will not ask any tricky questions to embarrass anyone, it is their duty to test your scope/depth of knowledge. Before you appear before the board it is highly recommended you refresh your memory in the aforementioned areas.

#### XPO Experience

If you don't have any XPO experience we recommend you ask for a job which will give you that exposure or approach the Commanding Officer or OIC and ask for collateral duties in the areas you are weak in. Be prepared before you appear. Preparedness will save you time and the board time.

#### BM1 (E-6)

The board is not limited to E-7 only, if you think you are ready to become OIC certified submit a request through the chain of command to appear before the board.

#### Recommended Preparatory Schools

- (a) A to N
- (b) SAR
- (c) Rules of the Road
- (d) SPOLAM



## Letter in Future Of Ford Owners

### AFPS

There may be a Ford Motor Company letter in your future if you own one of their recent model year cars.

As part of a consent agreement between the Federal Trade Commission (FTC) and the U.S. auto manufacturer, Ford will set up a system to disclose information about major engine and transmission repair problems that may be experienced in some models.

The agreement stems from allegations that the motor car manufacturer knew of piston scuffing, premature camshaft and rocker arm wear, and cracked engine block problems well before it told car owners and that Ford provided "secret" extensions of warranty coverage that resulted in free repairs only for those owners who complained most persistently.

### Repair Problems

Piston scuffing, the metal-to-metal scratching of the engine's piston and cylinder walls, was allegedly caused by the absence of certain oil squirtheroles.

In all, some 6 million Ford vehicles are subject to piston scuffing or one of the other two problems, according to the FTC staff.

Full-page ads will be used to alert owners to the availability of repair and reimbursement information and will

appear in six major magazines. Included in the ad information will be the facts that Ford sometimes has programs where it pays all or part of the cost of certain repairs after the warranty expires and that Ford has information available for car owners about unexpected repairs they might face.

The ads will also tell consumers how to get the information.

### Letters, Too

In addition, Ford will also send a letter to all owners of 1979 and 1980 Ford vehicles alerting them to the programs.

Information about major engine and transmission problems will also be available at the company's dealerships, will be provided to car owners upon request, and will be made available to the public by subscription for a small fee.

### Views Wanted

FTC Commissioner Robert Pitofsky has asked consumers to comment on whether or not the ad campaigns would be effective in alerting them to problem areas or whether direct-mail notification would be more appropriate.

Comments should be addressed to: Office of the Secretary, Federal Trade Commission, 6th St. and Pennsylvania Ave., NW, Washington DC 20580.

## "Rita" Honored

Mrs. Rita B. Hofelich, Chief Clerk at MSO Louisville, Kentucky had the surprise of her life on 18 April. Instead of a quiet dinner with her son and a business acquaintance as she was expecting, Rita was surprised by a party in her honor held by 60 of her close friends. The occasion was 25 years of dedicated service to the U.S. Coast Guard. A.W.

Medcalf, CDR, USCG (Retired), now 82 years of age, presented Rita with her 25 year service pin and congratulatory letter from Commander, Second Coast Guard District. CDR Medcalf was responsible for hiring Rita at MSO Louisville in the 1950s. Rita was also honored by an honorary "Captain of the Belle of Louisville" certificate presented by C.W. Stoll, pilot of the Belle. The party was held on the Sternwheeler

## Regatta Kits

### PA3 Dona Frank

"District Boating Safety just called and said they needed a Patrol Commander for a raft race," Lt. Jones says, "Why did the boat have to go on the Fritz just when we need it," he adds. "What are we going to do?"

Lt. Jones, the Boating Safety Office is prepared to handle your problem.

Now available to all CCGD2 units is a Regatta Patrol Officers Kit.

The kit is designed to transform a Coast Guard Auxiliary vessel into a Coast Guard law enforcement vessel. Included in the kit is: a Coast Guard Ensign (flag of five inches), a boarding manual, a boarding officers brassard and training manual, boating accident report forms, 4100's (boarding violations), a police whistle, a hailer with siren, a rotational blue strobe light, a flashlight, a tape recorder, a Polaroid camera, and a sign to identify the boat as a Coast Guard vessel.

All of these items are shipped in a sturdy black leather case.

It will be the responsibility of the unit to make sure all items remain in good condition and are returned promptly after the event. To obtain a Regatta Kit contact BMCS C. K. Wooddell at FTS 279-5971 or commercial 314-425-5971. Or write:

COMMANDING OFFICER  
United States Coast Guard  
Boating Safety Team Two  
1430 Olive Street  
St. Louis, Missouri 63103

"Bonnie Belle" and all enjoyed the two hour moonlight cruise up the Ohio. Congratulations, Rita.

Story by LT Tom Behringer, USCG

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